



# Oregon

Theodore R. Kulongoski, Governor

## Department of Land Conservation and Development

635 Capitol Street NE, Suite 150

Salem, Oregon 97301-2524

Phone: (503) 373-0050

First Floor/Coastal Fax: (503) 378-6033

Second Floor/Director's Office Fax: (503) 378-5518

Third Floor/Measure 37 Fax: (503) 378-5318

Web Address: <http://www.oregon.gov/LCD>

### NOTICE OF ADOPTED AMENDMENT

December 8, 2006

TO: Subscribers to Notice of Adopted Plan or Land Use Regulation Amendments

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Florence Plan Amendment  
DLCD File Number 005-06



The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Copies of the adopted plan amendment are available for review at DLCD offices in Salem, the applicable field office, and at the local government office.

Appeal Procedures\*

#### **DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: December 21, 2006**

This amendment was submitted to DLCD for review prior to adoption with less than the required 45-day notice. Pursuant to ORS 197.830 (2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

**\*NOTE: THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAN IT WAS MAILED TO DLCD. AS A RESULT YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE DATE SPECIFIED ABOVE.**

Cc: Gloria Gardiner, DLCD Urban Planning Specialist  
Matthew Crall, DLCD Transportation Planner  
Erika Palmer, City of Florence

<paa> ya/



FORM 2

# DLCD

## Notice of Adoption

THIS FORM **MUST BE MAILED** TO DLCD  
**WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION**  
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18

In person  electronic  mailed

DATE STAMP

DEPT OF  
DEC 04 2006  
LAND CONSERVATION  
AND DEVELOPMENT

For DLCD Use Only

Jurisdiction: **City of Florence**

Local file number: **PC 06 24 CPA 01**

Date of Adoption: **11/20/2006**

Date Mailed: **11/30/2006**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Yes** Date: 8/1/2006

- |   |   |
|---|---|
| <input checked="" type="checkbox"/> Comprehensive Plan Text Amendment | <input type="checkbox"/> Comprehensive Plan Map Amendment |
| <input type="checkbox"/> Land Use Regulation Amendment                | <input type="checkbox"/> Zoning Map Amendment             |
| <input type="checkbox"/> New Land Use Regulation                      | <input type="checkbox"/> Other:                           |

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

An amendment to the City's Comprehensive Plan Chapter 12, "Transportation," and the Transportation System Plan. The proposed amendment would change the recommendation to signalize 27<sup>th</sup> Street at Highway 101, to signalizing 30<sup>th</sup> Street and Highway 101 based on new findings from the Oregon Department of Transportation.

Does the Adoption differ from proposal? No, no explanation is necessary

Plan Map Changed from: \_\_\_\_\_ to: \_\_\_\_\_

Zone Map Changed from: \_\_\_\_\_ to: \_\_\_\_\_

Location: \_\_\_\_\_ Acres Involved: \_\_\_\_\_

Specify Density: Previous: \_\_\_\_\_ New: \_\_\_\_\_

Applicable statewide planning goals:

- |                          |                          |                          |                          |                          |                          |                          |                          |                          |                          |                          |                                     |                          |                          |                          |                          |                          |                          |                          |
|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| <b>1</b>                 | <b>2</b>                 | <b>3</b>                 | <b>4</b>                 | <b>5</b>                 | <b>6</b>                 | <b>7</b>                 | <b>8</b>                 | <b>9</b>                 | <b>10</b>                | <b>11</b>                | <b>12</b>                           | <b>13</b>                | <b>14</b>                | <b>15</b>                | <b>16</b>                | <b>17</b>                | <b>18</b>                | <b>19</b>                |
| <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Was an Exception Adopted?  YES  NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?  Yes  No

If no, do the statewide planning goals apply?  Yes  No

If no, did Emergency Circumstances require immediate adoption?  Yes  No

**DLCD # 005-06 (15530)**

**DLCD file No.** \_\_\_\_\_

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

City of Florence, Oregon Department of Transportation

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Local Contact: **Erika Palmer, Planner**

Phone: (541) 997-8237 Extension:

Address: **250 Highway 101 N.**

Fax Number: **541-997-4109**

City: **Florence**

Zip: **97439**

E-mail Address: **erika.palmer@ci.florence.or.us**

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### **ADOPTION SUBMITTAL REQUIREMENTS**

This form **must be mailed** to DLCD **within 5 working days after the final decision**  
per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and **TWO Complete Copies** (documents and maps) of the Adopted Amendment to:

**ATTENTION: PLAN AMENDMENT SPECIALIST  
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT  
635 CAPITOL STREET NE, SUITE 150  
SALEM, OREGON 97301-2540**

2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: **webserver.lcd.state.or.us**. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing **mara.ulloa@state.or.us**.
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can now access these forms online at **http://www.lcd.state.or.us/**. Please print on **8-1/2x11 green paper only**. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to **mara.ulloa@state.or.us** - ATTENTION: PLAN AMENDMENT SPECIALIST.

## City of Florence

### ORDINANCE NO. 8 SERIES 2006

**AN ORDINANCE AMENDING THE CITY'S TRANSPORTATION SYSTEMS PLAN WHICH IS ADOPTED AS PART OF THE CITY'S COMPREHENSIVE PLAN, CHAPTER 12, "TRANSPORTATION," TO CHANGE THE RECOMMENDED SIGNALIZATION OF 27<sup>TH</sup> STREET AT HIGHWAY 101, TO SIGNALIZING 30<sup>TH</sup> STREET AND HIGHWAY 101.**

**WHEREAS**, the 2006 Florence/ US 101 Pedestrian Safety Study identifies 30<sup>th</sup> Street as an appropriate location to consider a traffic signal, and encourages the City to update its' Transportation Systems Plan to reflect the recommendation to move the 27<sup>th</sup> Street signal to 30<sup>th</sup> Street, and

**WHEREAS**, in October 2006 the City of Florence prepared amendments for review by the City's Planning Commission and City Council for the inclusion in the Florence Comprehensive Plan 2000/2020, and

**WHEREAS**, a recommendation to amend Chapter 12, "Transportation" of the Florence Comprehensive Plan 2000/2020 was made by the Planning Commission following a Public Hearing on October 16<sup>th</sup>, 2006, and

**WHEREAS**, the City Council determined that the adoption of the proposed amendments are in the public's best interest; now therefore,

#### **THE CITY OF FLORENCE ORDAINS AS FOLLOWS:**

Amendments to the Florence Comprehensive Plan, 2000/2020, attached hereto as Exhibit A, are hereby adopted.

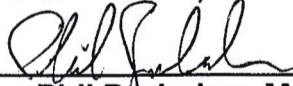
**ADOPTED THIS 20<sup>th</sup> DAY OF NOVEMBER, 2006 BY THE FLORENCE CITY COUNCIL**

**Ayes: 3 - Mayor Brubaker, Councilors Braley and Holman**

**Nays: 0**

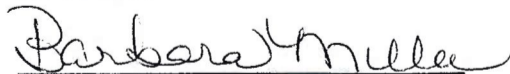
**Absent: 2 - Councilors Osbon and Xavier**

**APPROVED BY THE MAYOR THIS 20<sup>th</sup> DAY OF NOVEMBER, 2006.**



**Phil Brubaker, Mayor**

**ATTEST:**



**Barbara Miller, City Recorder**

**Strikethrough = proposed deleted text**  
**Bold = proposed new language**

Chapter 12  
**TRANSPORTATION**  
TRANSPORTATION SYSTEMS PLAN

*Prepared with the assistance of the Lane Council of Governments*

Page 108

SIGNALIZATION IMPROVEMENTS

1. ~~27th Street/Highway 101 Traffic Signal~~ The intersection of 27th Street and of the recommended 27th Street Extension project.
1. **30<sup>th</sup> Street/Highway 101 Traffic Signal. The intersection of 30<sup>th</sup> Street and Highway 101 has been identified by staff, consultants, and the City of Florence Street Improvement Task Force as an appropriate location for a traffic signal. 30<sup>th</sup> Street in 2006 met one of the necessary warrants for a traffic signal.**
2. Heceta Beach Road/Highway 101 Traffic Signal A traffic signal will more likely than not be required at the intersection of Heceta Beach Road and Highway 101 with the completion of the Spruce Street North Extension.
3. Munsel Lake Road/Highway 101 Traffic Signal Continued growth along the Munsel Lake Road corridor will generate the need for a traffic signal at the intersection of Munsel Lake Road and Highway 101 during the next 5 - 10 years.
4. 46<sup>th</sup> Street/Highway 101 Traffic Signal It is possible that traffic congestion in the area of this intersection may generate a need for a traffic signal at some future date.
5. Second Street/Highway 101 Traffic Signal The Downtown Green Refinement Plan recommends installation of this traffic signal as soon as possible.
6. Highway 126/North Fork Road The potential for a traffic signal in relation to the proposed casino should be included in the traffic study identifying needed highway/intersection improvements.

7. Traffic signal timing within the Florence Downtown at Highway 101 and Second Street, Rhododendron Drive and Highway 126 should be synchronized to allow smooth flow of traffic thus increasing capacity.

Page 132

#### C. KINGWOOD STREET INDUSTRIAL / BUSINESS PARK AREA

Ninth Street, 27<sup>th</sup> Street and 35<sup>th</sup> Street will likely be the primary access points for the Airport Industrial Park and the Pacific View Business Park (formerly Kingwood Industrial/Business Park). Ninth Street is the west extension of Highway 126 transporting materials and products to and from the I-5 Corridor. 35<sup>th</sup> Street is the northern access point to Kingwood Drive, and will likely be an employee and client access route. It is less well suited for truck traffic because of its configuration, and because it traverses residential neighborhoods. Truck traffic heading south on Highway 101 will either use the signalized intersection at 35<sup>th</sup> Street, or the ~~future-signalized~~ intersection at 27<sup>th</sup> Street to access Kingwood. Truck traffic heading north on Highway 101 will more likely than not access Kingwood Street via the signalized intersection at 9<sup>th</sup> Street.

1. ~~27<sup>th</sup> Street/Highway 101 Traffic Signal. The intersection of 27<sup>th</sup> Street and Highway 101 will more likely than not require signalization and left turn pockets as the Business Park and Industrial Parks on Kingwood Street become fully occupied, and as the school district campus becomes fully developed.~~ The two blocks of 27<sup>th</sup> Street between Highway 101 and Oak Street will need to be improved to the standards of the more recent constructed section.
2. Ninth Street/Kingwood Street - Kingwood Street north of 15th Street was constructed to full urban standards as part of the construction of the Pacific View(Kingwood) Business Park. The section of Kingwood between 9th and 15th Streets is not fully improved. A study needs to be performed to determine the optimal access routes for the business and industrial parks, and to identify any needed street improvements.
3. Access points through residential developments such as 20th Street, shall continue to be discouraged. However, a direct access to Kingwood from the County shop site is supported.

#### H. SIGNALIZATION IMPROVEMENTS

The traffic signal timing capability for the section of Highway 101 through the City of Florence was analyzed to determine the compatibility of needed intersection control improvements inside the City. Currently, there are four signalized intersections within the City of Florence, all of which are located along Highway 101: Rhododendron Drive, Highway 126, 21st Street and 35<sup>th</sup> Street. The primary factors considered by ODOT in determining the location of new traffic signals on state highways are signal warrants, safety, spacing, integration with crosswalks, and cost.

##### Proposed Signalization Improvements:

- ~~1. 27th Street/Highway 101 Traffic Signal: The intersection of 27<sup>th</sup> Street and Highway 101 will serve the new school complex, bus storage facility and a new Signal warrants will need to be met proper to installation.~~
1. **30th Street/Highway 101 Traffic Signal - In 2006 the City adopted the Florence/US 101 Pedestrian Study. This study recommended the signalization of 30th Street and Highway 101. City staff, consultants the City's Street Improvement Task Force and the general public indicated that 30th Street is the more appropriate location for a traffic signal. 30th Street already meets one of the necessary warrants for a traffic signal, and 30th Street provides greater connectivity and connections to the eastern neighborhoods.**
2. Heceta Beach Road/Highway 101 Traffic Signal - A traffic signal will more likely than not be required at the intersection of Heceta Beach Road and Highway 101 with the completion of the Spruce Street North Extension. The signal will need to meet signal warrants prior to installation.
3. Munsel Lake Road/Highway 101 Traffic Signal - Continued growth along the Munsel Lake Road corridor will generate the need for a traffic signal at the intersection of Munsel Lake Road and Highway 101 during the next 5 - 10 years. Signal warrants will need to be met prior to installation.
4. 46th Street/Highway 101 Traffic Signal – It is possible that traffic congestion in the area of this intersection may generate a need for a traffic signal at some future date. Traffic delays and congestion will need to be monitored so that a signal can

be anticipated well in advance of a LOS of F. Signal warrants will need to be met prior to installation.

5. Downtown Green Traffic Signal - The Summer 2001 Refinement Plan for the Downtown Green supports the installation of a traffic signal at the intersection of 2<sup>nd</sup> Street and Highway 101.
6. Highway 126/North Fork Road - Development of a casino on 100 acres of land near the intersection of North Fork Road and Highway 126 may create the need for a traffic signal. The casino developers should prepare a traffic study identifying impacts and proposing mitigating measures including a need for a signal.

Page 166

Section 5

## FINANCING STRATEGIES

### A. INTRODUCTION

The Goal 12 Transportation Planning Rule (*OAR 660-12-040*) requires that Transportation Systems Plans for cities with populations over 2,500 persons include a transportation financing program. Transportation financing programs must include:

- a list of planned transportation facilities and improvements
- an estimate of the timing and costs of proposed projects.
- an analysis of the ability of existing and potential funding mechanisms to fund proposed transportation improvements.

Table 12-5-F1 Future Transportation System Improvements

Project #	Project Description	Est. Cost
A-1	Highway 101 / 1126 Enhancement Program	See Below
A-2	East (Highway 126) Gateway	\$25,000
A-3a	Siuslaw River Bridge (South) Gateway	\$25,000
A-3b	Pacific Coast Scenic Byway Bridge Interpretative Sites & Associated Parking	\$173,000
A-4	Highway 101/126 Intersection Improvements	\$500,000
A-5a	Realign Highway 101/Quince Street Intersection	\$440,000
A-5b	Improvements to Quince Street to provide parallel local alternative route <sup>f</sup>	\$720,000
A-6	Highway 101 Pedestrian Crossing Pilot Program	\$110,000



Project #	Project Description	Est. Cost
A-7	The Downtown Green & associated realignment of 2 <sup>nd</sup> St. Intersection with Highway 101	\$496,000
B-1	Oak Street North Extension - 37 <sup>th</sup> St. to 2000 City Limits <sup>1</sup>	\$1,985,000*
	Oak Street North Extension - City Limits to Heceta Beach Road <sup>1</sup>	\$936,000*
B-2	North (Highway 101) Gateway	\$25,000
B-3	Spruce Street North Extension (Munsel Lake Rd to Heceta Beach Rd)	\$900,000
B-4	Heceta Beach Rd Extension (Highway 101 east to Spruce)	\$340,000
B-5/H-3	Munsel Lake Road Traffic Signal	\$200,000
B-6	Munsel Lake Road West Extension (Highway 101 to Oak Street)	\$240,000*
C-1/H-1	27 <sup>th</sup> Street Traffic Signal	\$175,000
	30 <sup>th</sup> Street Traffic Signal	
C-2	Kingwood Improvements (9 <sup>th</sup> Street to 15 <sup>th</sup> Street)	\$225,000
D-1	Oak Street Connection (15 <sup>th</sup> Street to 21 <sup>st</sup> Street)	\$900,000
D-2	Transition Commercial - Highway 101 (Highway 101/126 to 21 <sup>st</sup> St)	\$0
D-3	Highway 101 Commercial (21 <sup>st</sup> St to 42 <sup>nd</sup> St)	\$0
D-4	Highway 101 between 42 <sup>nd</sup> and 46 <sup>th</sup> Streets	\$0
D-5	Highway 101 - Storm Drainage Improvements	\$1,556,000
E-1	West 9 <sup>th</sup> Street Local Street Network Improvements <sup>1</sup>	\$1,425,000
F-1a	Highway 126 Access Consolidation	\$0
G-1	18th Street Extension East to Munsel Lake Road	\$790,000*
G-2	18th Street (Willow Loop to Highway 101)	\$0
G-3	18th Street Extension west of Highway 101 to Oak Street	\$0
G-4	Rhododendron Drive Improvements	\$1,800,000
G-5	Pavement Management Plan	\$20,000 **
G-6	Storm Drainage Improvements - Local Streets	\$2,016,000
H-2	Heceta Beach Road Traffic Signal	\$175,000
H-4	46th Street Traffic Signal	\$175,000
I-1	Heceta Beach Bikelane Improvements	\$150,000
I-2	Rhododendron Bikelane Improvements	\$250,000

I-3	Munsel Lake Road Bikelane Improvements	\$150,000
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Project #	Project Description	Est. Cost
I-4	12th Street Bikepath between Rhododendron and Kingwood	\$90,000
I-5	Munsel Creek Bikepath Improvements	\$360,000
J-1	Pedestrian crossing improvements outside Pilot Block Program	\$110,000
J-2	Siuslaw River Estuary Trail	\$125,000
J-3	Public access to public lands north of Sandpines	Included in Oak St. Extension
J-4	Sidewalk Master Plan	\$10,000
K-1	Airport Gateway Improvements	\$200,000
K-2	Extend runway 15-33 a distance of 430 feet	\$1,900,000
K-3	Extend parallel taxiway	
K-4	Relocate / elevate airport beacon	
K-5	Expand the Main apron	
K-6	Establish a non-precision GPS approach	
K-7	Construct a taxiway extension from the north end of the parallel taxiway	
K-8	Install taxiway reflective edge markers	
L-1	Port of Siuslaw Gateway	
L-2	Maintain Federal Navigation Channel	\$822,000
L-3	Rehabilitate Old Town Wharf	\$1,030,000
L-4	Dredge East & West Moorage Basins	\$154,000
L-5	Rehabilitate East Moorage Basin	\$265,000
L-6	Establish Downriver Boat Launch Facility	\$665,000
L-7	Install Infrastructure in Port Industrial Park	\$1,172,000
M-1	Adopt Transit Plan	\$0
M-2	Continuation of Taxi Voucher Program	
M-3	Initiation of Shopper Shuttle	
M-4	Initiation of a General Public Transit Route in Conjunction with Shopper Shuttle	\$57,935
N-1	Feasibility Study and Improvements to Rail Overpass on Hwy 126 at Cushman	\$50,000
N-2	Improved Connections to Passenger Rail	\$0
O-1	Feasibility Study for Extension of Natural Gas Pipeline to Florence Area	\$75,000

Project #	Project Description	Est. Cost
P-1	Improved Basic Telephone Service	
P-2a	Membership in Fiber South Consortium or its Successor	\$0

**AGENDA ITEM SUMMARY**

**ITEM NO.**

6

**FLORENCE CITY COUNCIL**

Meeting Date:  
Department:

November 20<sup>th</sup>, 2006  
Community Services

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**ITEM TITLE:** Ordinance 8, Series 2006 amending the City's Transportation Systems Plan which is adopted as part of the City's Comprehensive Plan, Chapter 12, "Transportation," to change the recommended signalization at 27<sup>th</sup> Street and Highway 101, to 30<sup>th</sup> Street and Highway 101.

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**DISCUSSION:** The Planning Commission held a public hearing on October 16<sup>th</sup>, 2006 to hear testimony in regards to a post acknowledgement plan amendment to the City's Transportation System Plan which is adopted as part of the City's Comprehensive Plan, Chapter 12, "Transportation", to change the recommended signalization of 27<sup>th</sup> Street at Highway 101, to signalizing 30<sup>th</sup> Street and Highway 101. The Planning Commission approved the proposed changes and forwarded this action to the City Council for final approval.

*Background:*

In 2003, the City adopted its Comprehensive Plan "*Realization 2020*" which includes the City's Transportation Systems Plan (TSP) in Chapter 12 "Transportation". Signalization improvements in this chapter include a traffic signal at the intersection of 27<sup>th</sup> Street and Highway 101.

In 2005 the City of Florence undertook a study to improve the conditions faced by bicyclists and pedestrians attempting to cross Highway 101. This study, "The US 101 Pedestrian Safety Study" covers the corridor between 10<sup>th</sup> Street and Heceta Beach Road, and targeted four intersections: 12<sup>th</sup> Street, 18<sup>th</sup> Street, 27<sup>th</sup> Street, and 43<sup>rd</sup> Street. This study identifies 30<sup>th</sup> Street as an appropriate location to consider a traffic signal, and encourages the City to update its' Transportation Systems Plan to reflect the recommendation to move the 27<sup>th</sup> Street signal to 30<sup>th</sup> Street. Currently, 30<sup>th</sup> Street meets one of the Oregon Department of Transportation's (ODOT) signal warrant criteria. This post acknowledgement plan amendment is the first step in planning future signalization improvements at 30<sup>th</sup> Street and Highway 101.

The recommended amendments include Chapter 12 "Transportation" pages 108,132, 138, Map 12H-1, and Table 12-5-F-1 "Future Transportation System Improvements" on page 167 to recommend the signalization at 30<sup>th</sup> Street and Highway 101.

This request is being processed as a post acknowledgement plan amendment to the Florence Comprehensive Plan "*Realization 2020*," which includes the City's TSP in Chapter 12 "Transportation". Because this request is being processed as a post acknowledgement plan amendment the City has made the following the following

findings to comply with ORS 197.175(2) (a), which requires that the comprehensive plan amendment be consistent with the Statewide Planning Goals and to ensure that the amendment does not cause an internal inconsistency in the comprehensive plan (see Exhibit B, Planning Commission staff report, October 16<sup>th</sup>, 2006).

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**FISCAL IMPACT:** There is not a fiscal impact with a post acknowledgement plan amendment.

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**ALTERNATIVES:**

1. Adopt Ordinance 8, Series 2006 amending the City's Transportation Systems Plan which is adopted as part of the City's Comprehensive Plan, Chapter 12, "Transportation," to change the recommended signalization of 27<sup>th</sup> Street at Highway 101, to signalizing 30<sup>th</sup> Street and Highway 101.

2. Deny Ordinance 8, Series 2006 amending the City's Transportation Systems Plan which is adopted as part of the City's Comprehensive Plan, Chapter 12, "Transportation," to change the recommended signalization of 27<sup>th</sup> Street at Highway 101, to signalizing 30<sup>th</sup> Street and Highway 101.

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**RECOMMENDATION:** Adopt Ordinance 8, Series 2006 regarding a Post Acknowledgement Plan Amendment to the City's Transportation Systems Plan which is adopted as part of the City's Comprehensive Plan, Chapter 12, "Transportation," to change the recommended signalization at 27<sup>th</sup> Street and Highway 101 to 30<sup>th</sup> Street and Highway 101.

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**CITY MANAGER'S RECOMMENDATION:** Approve/Disapprove/Other

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**ITEMS UNDER SEPARATE COVER:**

Exhibit A. Amendments to Chapter 12, "Transportation" in the Florence Comprehensive Plan "Realization 2020."

Exhibit B. Planning Commission Staff Report, October 16<sup>th</sup>, 2006.

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## City of Florence

### ORDINANCE NO. 8 SERIES 2006

AN ORDINANCE AMENDING THE CITY'S TRANSPORTATION SYSTEMS PLAN WHICH IS ADOPTED AS PART OF THE CITY'S COMPREHENSIVE PLAN, CHAPTER 12, "TRANSPORTATION," TO CHANGE THE RECOMMENDED SIGNALIZATION OF 27<sup>TH</sup> STREET AT HIGHWAY 101, TO SIGNALIZING 30<sup>TH</sup> STREET AND HIGHWAY 101.

**WHEREAS**, the 2006 Florence/ US 101 Pedestrian Safety Study identifies 30<sup>th</sup> Street as an appropriate location to consider a traffic signal, and encourages the City to update its' Transportation Systems Plan to reflect the recommendation to move the 27<sup>th</sup> Street signal to 30<sup>th</sup> Street, and

**WHEREAS**, in October 2006 the City of Florence prepared amendments for review by the City's Planning Commission and City Council for the inclusion in the Florence Comprehensive Plan 2000/2020, and

**WHEREAS**, a recommendation to amend Chapter 12, "Transportation" of the Florence Comprehensive Plan 2000/2020 was made by the Planning Commission following a Public Hearing on October 16<sup>th</sup>, 2006, and

**WHEREAS**, the City Council determined that the adoption of the proposed amendments are in the public's best interest; now therefore,

#### **THE CITY OF FLORENCE ORDAINS AS FOLLOWS:**

Amendments to the Florence Comprehensive Plan, 2000/2020, attached hereto as Exhibit A, are hereby adopted.

**ADOPTED THIS 20<sup>th</sup> DAY OF NOVEMBER, 2006 BY THE FLORENCE CITY COUNCIL**

Ayes:  
Nays:  
Absent:

APPROVED BY THE MAYOR THIS 20<sup>th</sup> DAY OF NOVEMBER, 2006.

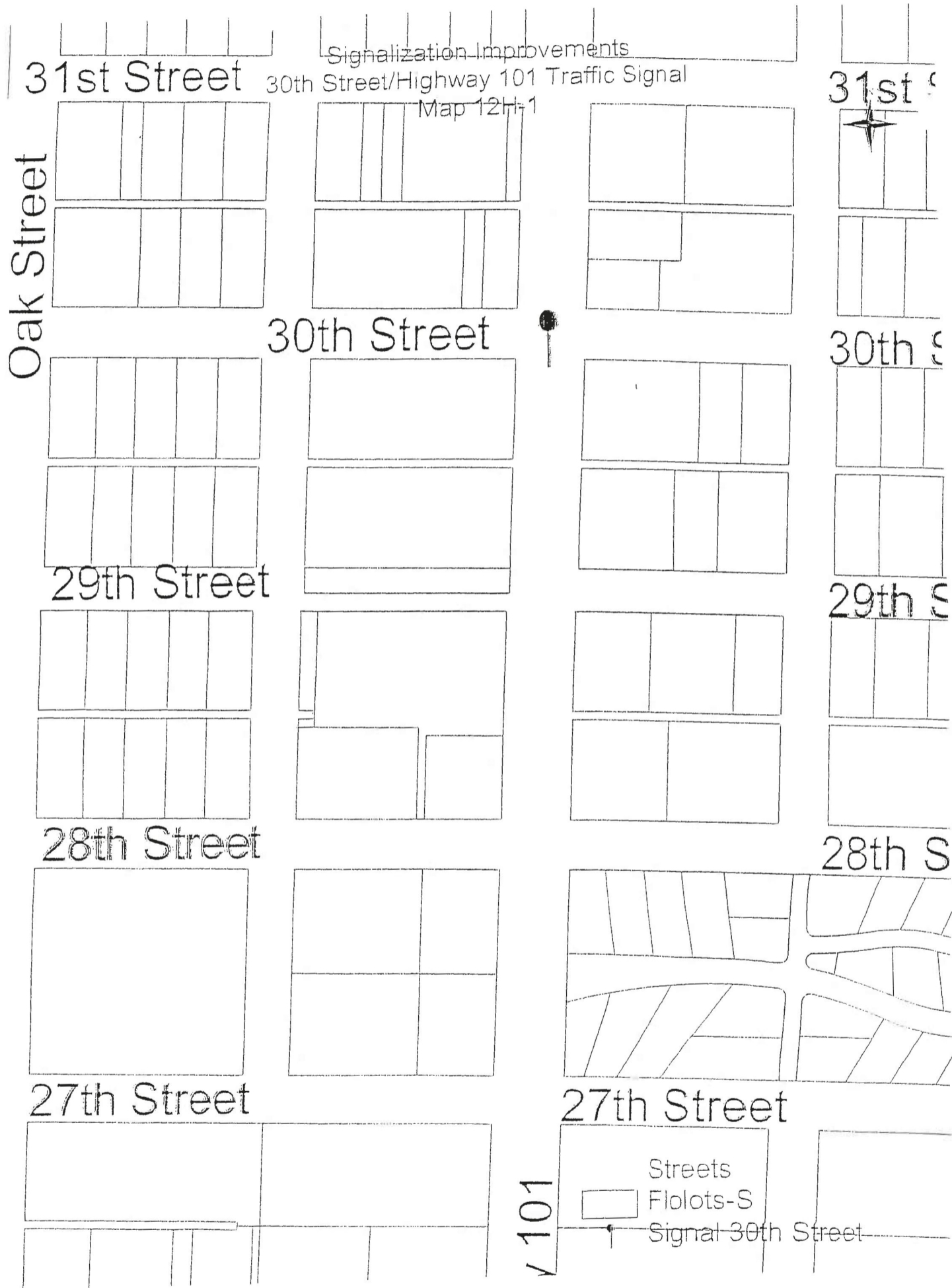
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Phil Brubaker, Mayor

ATTEST:

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Barbara Miller, City Recorder





Strikethrough = proposed deleted text  
Bold = proposed new language

Chapter 12  
TRANSPORTATION  
TRANSPORTATION SYSTEMS PLAN

*Prepared with the assistance of the Lane Council of Governments*

Page 108

SIGNALIZATION IMPROVEMENTS

1. ~~27th Street/Highway 101 Traffic Signal~~ The intersection of 27th Street and of the recommended 27th Street Extension project.
- 1 ~~2.~~ **30<sup>th</sup> Street/Highway 101 Traffic Signal. The intersection of 30<sup>th</sup> Street and Highway 101 has been identified by staff, consultants, and the City of Florence Street Improvement Task Force as an appropriate location for a traffic signal. 30<sup>th</sup> Street in 2006 met one of the necessary warrants for a traffic signal.**
- 2 ~~1.~~ Heceta Beach Road/Highway 101 Traffic Signal A traffic signal will more likely than not be required at the intersection of Heceta Beach Road and Highway 101 with the completion of the Spruce Street North Extension.
- 3 ~~2.~~ Munsel Lake Road/Highway 101 Traffic Signal Continued growth along the Munsel Lake Road corridor will generate the need for a traffic signal at the intersection of Munsel Lake Road and Highway 101 during the next 5 - 10 years.
4. ~~3.~~ 46<sup>th</sup> Street/Highway 101 Traffic Signal It is possible that traffic congestion in the area of this intersection may generate a need for a traffic signal at some future date.
- 5 ~~4.~~ Second Street/Highway 101 Traffic Signal The Downtown Green Refinement Plan recommends installation of this traffic signal as soon as possible.
- 6 ~~5.~~ Highway 126/North Fork Road The potential for a traffic signal in relation to the proposed casino should be included in the traffic study identifying needed highway/intersection improvements.

7. Traffic signal timing within the Florence Downtown at Highway 101 and Second Street, Rhododendron Drive and Highway 126 should be synchronized to allow smooth flow of traffic thus increasing capacity.

Page 132

C. KINGWOOD STREET INDUSTRIAL / BUSINESS PARK AREA

Ninth Street, 27<sup>th</sup> Street and 35<sup>th</sup> Street will likely be the primary access points for the Airport Industrial Park and the Pacific View Business Park (foimerly Kingwood Industrial/Business Park). Ninth Street is the west extension of Highway 126 transporting materials and products to and from the I-5 Corridor. 35<sup>th</sup> Street is the northern access point to Kingwood Drive, and will likely be an employee and client access route. It is less well suited for truck traffic because of its configuration, and because it traverses residential neighborhoods. Truck traffic heading south on Highway 101 will either use the signalized intersection at 35<sup>th</sup> Street, or the ~~future-signalized~~ intersection at 27<sup>th</sup> Street to access Kingwood. Truck traffic heading north on Highway 101 will more likely than not access Kingwood Street via the signalized intersection at 9<sup>th</sup> Street.



1. ~~27th Street/Highway 101 Traffic Signal The intersection of 27th Street and Highway 101 will more likely than not require signalization and left turn pockets as the Business and Industrial Parks on Kingwood Street become fully occupied, and as the School District Campus becomes fully developed. The two blocks of 27th Street between Highway 101 and Oak Street are not constructed to the same standards as the remainder of 27th Street, and will need to be improved to the standards of the more recent constructed section.~~ *JK Leave*

2. Ninth Street/Kingwood Street - Kingwood Street north of 15<sup>th</sup> Street was constructed to full urban standards as part of the construction of the Pacific View(Kingwood) Business Park. The section of Kingwood between 9<sup>th</sup> and 15<sup>th</sup> Streets is not fully improved. A study needs to be performed to determine the optimal access routes for the business and industrial parks, and to identify any needed street improvements.
3. Access points through residential developments such as 20<sup>th</sup> Street, shall continue to be discouraged. However, a direct access to Kingwood from the County shop site is supported.

H. SIGNALIZATION IMPROVEMENTS

The traffic signal timing capability for the section of Highway 101 through the City of Florence was analyzed to determine the compatibility of needed intersection control improvements inside the City. Currently, there are four signalized intersections within the City of Florence, all of which are located along Highway 101: Rhododendron Drive, Highway 126, 21st Street and 35<sup>th</sup> Street. The primary factors considered by ODOT in determining the location of new traffic signals on state highways are signal warrants, safety, spacing, integration with crosswalks, and cost.

Proposed Signalization Improvements:

- ~~1. 27th Street/Highway 101 Traffic Signal: The intersection of 27<sup>th</sup> Street and Highway 101 will serve the new school complex, bus storage facility and a new Signal warrants will need to be met proper to installation.~~
1. **30<sup>th</sup> Street/Highway 101 Traffic Signal - In 2006 the City adopted the Florence/US 101 Pedestrian Study. This study recommended the signalization of 30<sup>th</sup> Street and Highway 101. City staff, consultants the City's Street Improvement Task Force and the general public indicated that 30<sup>th</sup> Street is the more appropriate location for a traffic signal. 30<sup>th</sup> Street already meets one of the necessary warrants for a traffic signal, and 30<sup>th</sup> Street provides greater connectivity and connections to the eastern neighborhoods.**
- 2 ✓ Heceta Beach Road/Highway 101 Traffic Signal - A traffic signal will more likely than not be required at the intersection of Heceta Beach Road and Highway 101 with the completion of the Spruce Street North Extension. The signal will need to meet signal warrants prior to installation.
- 3 ✓ Munsel Lake Road/Highway 101 Traffic Signal - Continued growth along the Munsel Lake Road corridor will generate the need for a traffic signal at the intersection of Munsel Lake Road and Highway 101 during the next 5 - 10 years. Signal warrants will need to be met prior to installation.
- 4 ✓ 46<sup>th</sup> Street/Highway 101 Traffic Signal - It is possible that traffic congestion in the area of this intersection may generate a need for a traffic signal at some future date. Traffic delays and congestion will need to be monitored so that a signal can

be anticipated well in advance of a LOS of F. Signal warrants will need to be met prior to installation.

5. Downtown Green Traffic Signal - The Summer 2001 Refinement Plan for the Downtown Green supports the installation of a traffic signal at the intersection of 2<sup>nd</sup> Street and Highway 101.
6. Highway 126/North Fork Road - Development of a casino on 100 acres of land near the intersection of North Fork Road and Highway 126 may create the need for a traffic signal. The casino developers should prepare a traffic study identifying impacts and proposing mitigating measures including a need for a signal.

Page 166

Section 5

## FINANCING STRATEGIES

### A. INTRODUCTION

The Goal 12 Transportation Planning Rule (*OAR 660-12-040*) requires that Transportation Systems Plans for cities with populations over 2,500 persons include a transportation financing program. Transportation financing programs must include:

- a list of planned transportation facilities and improvements
- an estimate of the timing and costs of proposed projects.
- an analysis of the ability of existing and potential funding mechanisms to fund proposed transportation improvements.

Table 12-5-F1 Future Transportation System Improvements

Project #	Project Description	Est. Cost
A-1	Highway 101 / 1126 Enhancement Program	See Below
A-2	East (Highway 126) Gateway	\$25,000
A-3a	Siuslaw River Bridge (South) Gateway	\$25,000
A-3b	Pacific Coast Scenic Byway Bridge Interpretative Sites & Associated Parking	\$173,000
A-4	Highway 101/126 Intersection Improvements	\$500,000
A-5a	Realign Highway 101/Quince Street Intersection	\$440,000
A-5b	Improvements to Quince Street to provide parallel local alternative route'	\$720,000
A-6	Highway 101 Pedestrian Crossing Pilot Program	\$110,000

Project #	Project Description	Est. Cost
A-7	The Downtown Green & associated realignment of 2 <sup>nd</sup> St. Intersection with Highway 101	\$496,000
B-1	Oak Street North Extension - 37 <sup>th</sup> St. to 2000 City Limits <sup>1</sup> Oak Street North Extension - City Limits to Heceta Beach Road <sup>1</sup>	\$1,985,000* \$936,000
B-2	North (Highway 101) Gateway	\$25,000
B-3	Spruce Street North Extension (Munsel Lake Rd to Heceta Beach Rd)	\$900,000
B-4	Heceta Beach Rd Extension (Highway 101 east to Spruce)	\$340,000
B-5/H-3	Munsel Lake Road Traffic Signal	\$200,000
B-6	Munsel Lake Road West Extension (Highway 101 to Oak Street)	\$240,000*
<del>C-1/H-1</del>	<del>27<sup>th</sup> Street Traffic Signal</del> 130 <sup>th</sup> Street Traffic Signal	\$175,000
C-2	Kingwood Improvements (9 <sup>th</sup> Street to 15 <sup>th</sup> Street)	\$225,000
D-1	Oak Street Connection (15 <sup>th</sup> Street to 21 <sup>st</sup> Street)	\$900,000
D-2	Transition Commercial - Highway 101 (Highway 101/126 to 21 <sup>st</sup> St)	\$0
D-3	Highway 101 Commercial (21 <sup>st</sup> St to 42 <sup>nd</sup> St)	\$0
D-4	Highway 101 between 42 <sup>nd</sup> and 46 <sup>th</sup> Streets	\$0
D-5	Highway 101 - Storm Drainage Improvements	\$1,556,000
E-1	West 9 <sup>th</sup> Street Local Street Network Improvements <sup>1</sup>	\$1,425,000
F-1a	Highway 126 Access Consolidation	\$0
G-1	18th Street Extension East to Munsel Lake Road	\$790,000*
G-2	18th Street (Willow Loop to Highway 101)	\$0
G-3	18th Street Extension west of Highway 101 to Oak Street	\$0
G-4	Rhododendron Drive Improvements	\$1,800,000
G-5	Pavement Management Plan	\$20,000 **
G-6	Storm Drainage Improvements - Local Streets	\$2,016,000
H-2	Heceta Beach Road Traffic Signal	\$175,000
H-4	46th Street Traffic Signal	\$175,000
I-1	Heceta Beach Bikelane Improvements	\$150,000
I-2	Rhododendron Bikelane Improvements	\$250,000
I-3	Munsel Lake Road Bikelane Improvements	\$150,000

Project #	Project Description	Est. Cost
I-4	12th Street Bikepath between Rhododendron and Kingwood	\$90,000
I-5	Munsel Creek Bikepath Improvements	\$360,000
J-1	Pedestrian crossing improvements outside Pilot Block Program	\$110,000
J-2	Siuslaw River Estuary Trail	\$125,000
J-3	Public access to public lands north of Sandpines	Included in Oak St. Extension
J-4	Sidewalk Master Plan	\$10,000
K-1	Airport Gateway Improvements	\$200,000
K-2	Extend runway 15-33 a distance of 430 feet	\$1,900,000
K-3	Extend parallel taxiway	
K-4	Relocate / elevate airport beacon	
K-5	Expand the Main apron	
K-6	Establish a non-precision GPS approach	
K-7	Construct a taxiway extension from the north end of the parallel taxiway	
K-8	Install taxiway reflective edge markers	
L-1	Port of Siuslaw Gateway	
L-2	Maintain Federal Navigation Channel	\$822,000
L-3	Rehabilitate Old Town Wharf	\$1,030,000
L-4	Dredge East & West Moorage Basins	\$154,000
L-5	Rehabilitate East Moorage Basin	\$265,000
L-6	Establish Downriver Boat Launch Facility	\$665,000
L-7	Install Infrastructure in Port Industrial Park	\$1,172,000
M-1	Adopt Transit Plan	\$0
M-2	Continuation of Taxi Voucher Program	\$57,935
M-3	Initiation of Shopper Shuttle	
M-4	Initiation of a General Public Transit Route in Conjunction with Shopper Shuttle	
N-1	Feasibility Study and Improvements to Rail Overpass on Hwy 126 at Cushman	
N-2	Improved Connections to Passenger Rail	\$0
O-1	Feasibility Study for Extension of Natural Gas Pipeline to Florence Area	\$75,000

Project #	Project Description	Est. Cost
P-1	Improved Basic Telephone Service	
P-2a	Membership in Fiber South Consortium or its Successor	\$0

**STAFF REPORT & FINDINGS  
FLORENCE COMMUNITY SERVICES DEPARTMENT  
Planning Commission**

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**Public Hearing Date:** October 24<sup>th</sup>, 2006  
**Date of Report:** October 17<sup>th</sup>, 2006

**Application:** Post Acknowledgement Plan Amendment to the City of Florence Transportation Systems Plan which is adopted as part of the City's Comprehensive Plan, Chapter 12, "Transportation."

**PROPOSAL DESCRIPTION**

1. **Proposal:** Post acknowledgement plan amendment to the City's Transportation Systems Plan which is adopted and incorporated into the City's Comprehensive Plan, Chapter 12, "Transportation." The proposed amendment would change the recommended signalization of 27<sup>th</sup> Street at Highway 101, to signalizing 30<sup>th</sup> Street and Highway 101.
2. **Applicant:** City of Florence
3. **Location:** The proposed signalization would occur at 30<sup>th</sup> Street and Highway 101.
4. **Acreage:** Not applicable as this is amendment is only change location of a traffic signal.
5. **Land Use/Adjacent Land Uses:** The intersection of Highway 101 and 30<sup>th</sup> is located in the Highway Zoning District and is designated as Highway Commercial in the City's Comprehensive Plan Map. Adjacent land uses to the intersection include typical commercial uses that are found in the Highway Zoning District -- a vacant fast food restaurant, an ice cream parlor, and a bead store. The Highway Zoning District transitions into the Multi-Family Residential District to the west, and to the east the Single-Family Residential District.
6. **Correspondence /Referrals:** Notice was mailed to the State of Oregon Department of Land Conservation and Development on 8/26/2006, and to the Oregon Department of Transportation on 10/11/2006, and published in the



Siuslaw News on October 11<sup>th</sup>, 2006. As of this writing, three letters have been received.

- Letter from David Butcher, dated 9/5/2006
- Letter from Gordon H. Smith, dated 8/9/2006
- Letter from Debra Eichelberger, dated 7/13/2006

## **I. APPLICABLE CODE SECTIONS:**

- Oregon Revised Statute (ORS) 197.175(2)(a) – Statewide Planning Goals 1-19.
- Florence Comprehensive Plan – 12 “Transportation”
- FCC 10-1: Zoning Administration

## **II. NARRATIVE:** In 2003, the City adopted its Comprehensive Plan “*Realization 2020*” which includes the City’s Transportation Systems Plan (TSP) in Chapter 12 “Transportation”. Signalization improvements in this chapter include a traffic signal at the intersection of 27<sup>th</sup> Street and Highway 101.

In 2005 the City of Florence undertook a study to improve the conditions faced by bicyclists and pedestrians attempting to cross Highway 101. This study, “The US 101 Pedestrian Safety Study” covers the corridor between 10<sup>th</sup> Street and Heceta Beach Road, and targeted four intersections: 12<sup>th</sup> Street, 18<sup>th</sup> Street, 27<sup>th</sup> Street, and 43<sup>rd</sup> Street. This study identifies 30<sup>th</sup> Street as an appropriate location to consider a traffic signal, and encourages the City to update their Transportation Systems Plan to reflect the recommendation to move the 27<sup>th</sup> Street signal to 30<sup>th</sup> Street.

This request is being processed as a post acknowledgement plan amendment to the Florence Comprehensive Plan “*Realization 2020*,” which includes the City’s TSP in Chapter 12 “Transportation”.

The City recommends amending Chapter 12 “Transportation” pages 108,132, 138, Map 12H-1, and Table 12-5-F-1 “Future Transportation System Improvements” on page 167 to place references to the signalization of 27<sup>th</sup> Street with 30<sup>th</sup> Street.

## **III. REVIEW OF APPLICABLE CRITERIA:**

### **ORS 197.175(2) (a)**

The City makes the following findings to comply with ORS 197.175(2) (a), which requires that the comprehensive plan amendment be consistent with the Statewide Planning Goals and to ensure that the amendment does not cause an internal inconsistency in the comprehensive plan.

Post Acknowledgement Plan Amendment  
Proposed signalization changed from the intersection of 27<sup>th</sup> Street and Highway 101 to 30<sup>th</sup> Street and Highway 101

### Consistency with the Statewide Planning Goals

Goal 1 Citizen Involvement: *To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.*

The City has acknowledged provisions for citizen involvement that ensure the opportunity for citizens to be involved in all phases of the planning process and sets out requirements for such involvement. The action taken to adopt this ordinance did not amend the citizen involvement program.

Goal 1, "Citizen Involvement", requires that the City has mechanisms in place for citizen involvement in all phases of the planning process. The City of Florence ensures that a cross-section of Florence citizens is involved in the planning process, primarily through their appointments to the Planning Commission, Design Review Board, Citizen Advisory Committee and other special committees. The City of Florence publicizes official city meetings that are held at regular times and provides the opportunity for citizen comment. Planning documents and background data are available to interested citizens.

The participants of the Street Improvement Task Force who were a part of Florence / US 101 Pedestrian Safety Study Staff were appointed by the City Council. A Public Forum to gather input from the community in regards to recommendations in the report was held in late 2005. Planning staff finds that the process for adopting this ordinance complies with Goal 1 since it complies with the requirements of the State's citizen involvement provisions.

Goal 2 - Land Use Planning: *To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.*

*All land-use plans and implementation ordinances shall be adopted by the governing body after public hearing and shall be reviewed and, as needed, revised on a periodic cycle to take into account changing public policies and circumstances, in accord with a schedule set forth in the plan. Opportunities shall be provided for review and comment by citizens and affected governmental units during preparation, review and revision of plans and implementation ordinances.*

*Implementation measures – are the means used to carry out the plan. These are of two general types: (1) Management implementation measures such as ordinances, regulations or project plans, and (2) site or area specific implementation measures such as permits and grants for construction, construction of public facilities or provision of services.*

In January 2002 the City of Florence adopted a new Comprehensive Plan, *Florence Realization 2020*. The City's Comprehensive Plan is the "land use" or comprehensive plan required by this goal; the City's Development Code is the "implementation measures" required by this goal. Comprehensive Plans, as defined by 197.015(5), must be coordinated with affected governmental units are solicited and considered. In this regard, a referral of this proposal was sent to the Oregon Department of Transportation (ODOT). ODOT was also involved in the Florence / US 101 Pedestrian Study, as regional and state representatives provided technical input and assistance.

This proposal is consistent with Goal 2 because this is a site specific amendment to the City's Transportation Plan which is incorporated into Comprehensive Plan Chapter 12 "Transportation" and was coordinated with affected governmental units.

Goal 3 - Agricultural Land: *To preserve and maintain agricultural lands.*

Goal 3 is not applicable to this ordinance as the amendment does not affect any agricultural land designation. Therefore, Goal 3 does not apply.

Goal 4 - Forest Land: *To conserve forest lands.*

Goal 4 is not applicable to this ordinance as the ordinance does not affect any forest plan designation. Therefore, Goal 4 does not apply.

Goal 5 - Open Spaces, Scenic and Historic Areas, and Natural Resources: *To conserve open space and protect natural and scenic resources.*

The adoption of this ordinance does not create or amend the City's list of Goal 5 resources, and does not amend a code provision adopted in order to protect a significant Goal 5 resource or to address specific requirements of Goal 5. The proposed amendment also does not allow new uses that could be conflicting with a Goal 5 resource and does not amend the acknowledged UGB. Therefore, Goal 5 does not apply.

Goal 6 - Air, Water and Land Resources Quality: *To maintain and improve the quality of the air, water, and land resources of the state.*

Goal 6 addresses waste and process discharges from development, and is aimed at protecting air, water and land from impacts from those discharges. Adoption of this ordinance does not affect the City's compliance with Goal 6. Therefore, Goal 6 does not apply.

Goal 7 - Areas Subject to Natural Disasters and Hazards: *To protect life and property from natural disasters and hazards.*

Goal 7 requires that local government planning programs include provisions to protect

people and property from natural hazards such as land slides. This ordinance does not affect the City's restrictions on development in areas subject to natural disasters and hazards. Further, this ordinance does not allow for new development that could result in natural hazards. Therefore, Goal 7 does not apply.

Goal 8 - Recreational Needs: *To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.*

Goal 8 ensures provision of recreation facilities to Oregon citizens and is primarily concerned with the provision of those facilities in non-urban areas of the state. Therefore, Goal 8 does not apply.

Goal 9 - Economic Development: *To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.*

The ordinance does not have a direct impact on economic activities. It does not change the zoning, designation or allowed uses on any properties. Therefore, Goal 9 does not apply.

Goal 10 - Housing: *To provide for the housing needs of the citizens of the state.*

The ordinance does not have a direct impact on residential development opportunities. It does not change the zoning, designation or allowed uses on any properties. Therefore, Goal 10 does not apply.

Goal 11 - Public Facilities and Services: *To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.*

OAR 660-011-0005(6) defines a "Public Utility Project" as follows: "A public facility project is the construction or reconstruction of a water, sewer, or transportation facility within a public facility system that is funded or utilized by members of the general public."

The proposal is consistent with Goal 11 because the proposed signalization of the intersection of 30<sup>th</sup> Street and Highway 101 will be utilized by the members of the general public who use either 30<sup>th</sup> Street or Highway 101 which are both public roadways. Planning staff finds that signalizing 30<sup>th</sup> Street will provide for orderly and efficient arrangements of public facilities and services for the City of Florence.

Goal 12 - Transportation: *To provide and encourage a safe, convenient and economic transportation system.*

The proposed amendment to the City Transportation System Plan (TSP) and Comprehensive Plan is to change the recommended signalization of the intersection of 27<sup>th</sup> Street and Highway 101 to the intersection of 30<sup>th</sup> Street and Highway 101.

OAR 660-012 is the Transportation Planning Rule (TPR) that implements statewide planning Goal 12. Subsection numbers below are those found within the OAR 660-012 (i.e., "-0005" refers to OAR 660-012-0005). The proposed TSP amendment complies with the TPR requirements based upon the following findings:

-0005 provides certain definitions that were adopted, as applicable to the City of Florence, as part of the TSP. No new definitions are proposed

-0010 provides for a distinction between transportation system planning and project development, noting that the latter implements the former by determining the precise location, alignment, and preliminary design of improvements included in the TSP.

-0015 requires City's to prepare, adopt and amend local TSPs for lands within their planning jurisdiction, and that local TSPs establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with regional TSPs and adopted elements of the state TSP. The City TSP effort involved coordination with government jurisdictions such as ODOT.

-0020 requires TSPs for local jurisdictions such as the City of Florence to have certain elements, including:

- a determination of needs;
- a road system plan including functional classes consistent with state and regional TSPs;
- road standards;
- public transit; bicycle and pedestrian, air, rail, water, and pipeline elements; and
- an inventory of the road system and other transportation system elements.

The City's TSP includes all the required elements listed above. The proposed amendment modifies an existing signalization recommendation to move a proposed traffic signal to the intersection of 30<sup>th</sup> Street and Highway 101 instead of 27<sup>th</sup> Street and Highway 101. This change does not affect or change the elements listed under -0020.

-0025 requires finding of compliance with statewide planning goals and acknowledge comprehensive plan policies and land use regulations. These findings demonstrate consistency with this requirement.

-0045 requires certain regulations and ordinances to be adopted. This includes land use regulations; regulations specifying access control measures; other transportation system protection measures consistent with road functional classes; measures to protect public use airports; a process for coordinated review of land use decisions; regulations to require notice to public agencies; regulations to assure that land use

designations, densities, and design standards are consistent with functions, capacities and levels of facilities. Regulations to provide for safe, convenient, and reasonably direct access for bicycles and pedestrians are also required. Finally this section of the TPR requires that standards for local streets be adopted that minimize pavement width and total right-of-way consistent with the operational needs of the facility.

The above requirements have been in place in the City of Florence's Community Development Code including, the land use review processes providing for coordination, notice to agencies, provisions to protect airport. The Florence TSP also includes related, overarching goals and policies. Therefore the proposed amendment is consistent with the requirements of -0045.

-0050 includes provisions for transportation project development, and specifies requirements for public involvement and compliance with the comprehensive plan and land use regulations when a land use decision is involved in project development. Also, pre-existing requirements provide for the necessary public process if a transportation facility or use requires a land use decision or an amendment to the TSP

The City's Comprehensive Plan was adopted by the Florence City Council in 2002. The public process and required notice requirements were met. In 2005 the City of Florence and ODOT coordinated efforts to produce a US 101 Pedestrian Safety Study that analyzed and recommended pedestrian safety enhancements in regards to four intersections along the US Highway 101 corridor. Participants included City staff, ODOT staff, residents and stakeholders who made up the Safety Improvement Task Force. The plan recommended amending the City's TSP to move a proposed traffic signal from the intersection of 27<sup>th</sup> Street and Highway 101 to 30<sup>th</sup> Street and Highway 101. As stated above notice of this proposed TSP amendment was sent to DLCD and ODOT, and was published in the local newspaper. The proposed amendment is consistent with the requirements of -0050.

-0060(1) and(2) provide that plan and land use regulation amendments which significantly affect a transportation facility shall ensure that land uses allowed by the amendment are consistent with road function, capacity, level of service, and other performance standards. The TPR also specifies under what conditions a plan or land use regulation amendment significantly affects a transportation facility. The proposed amendment to signalize the intersection of 30<sup>th</sup> Street and Highway 101, instead of the existing recommendation of signalizing 27<sup>th</sup> Street and Highway 101 would not significantly affect a transportation facility. A transportation facility refers to any physical facility that moves, or assists in the movement of people, goods, excluding water, electricity and sewage. Currently, there is not a transportation facility located at the proposed new traffic signal location of 30<sup>th</sup> Street and Highway 101. The intersection of 30<sup>th</sup> Street and Highway 101 currently meets one of the necessary signal warrants for a traffic signal.

-0060(3) requires coordination with other agencies regarding determinations under -

0060(1) and (2). The City of Florence has had such coordination processes in place, routinely sending proposed plan and land use regulation amendment referrals to all affected agencies.

-0060(4) provides that the presence of a transportation facility or improvement shall not be the basis for an exception to allow certain development on rural lands. This is not applicable as the proposed signal does not need a goal exception and is not located on rural lands. The proposed signal is located within the Florence City Limits.

-0065 provides for transportation facilities, services, and improvement which may be permitted either outright or as special uses on rural lands consistent with Goals 3, 4, 11, and 14 without a goal exception. This is not applicable because the proposed signal does not need a goal exception and is located within City Limits.

As described above, the proposed changes to the City's TSP are consistent with the City's Comprehensive Plan to signalize the intersection of 30<sup>th</sup> Street and Highway 101 instead of the intersection of 27<sup>th</sup> Street and Highway 101.

Goal 13 - Energy Conservation: *To conserve energy.*

This ordinance does not concern energy conservation. Therefore, Goal 13 does not apply.

Goal 14 - Urbanization: *To provide for an orderly and efficient transition from rural to urban land use.*

Goal 14 in many ways does not apply to the City's adoption of this ordinance as it does not change the location of the UGB or permit or enable a transition from rural to urban land.

Goal 15 - Willamette River Greenway: *To protect, conserve, enhance and maintain the natural, scenic, historical, agricultural, economic and recreational qualities of lands along the Willamette River as the Willamette River Greenway.*

This ordinance does not implicate Goal 15.

Goal 16 through 19 (Estuarine Resources, Coastal Shorelands, Beaches and Dunes, and Ocean Resources):

There are no coastal, ocean, estuarine, or beach and dune resources related to the property affected by this ordinance. Therefore, these goals are not relevant and the ordinance will not affect compliance with Goals 16 through 19.

V. CONCLUSIONS AND RECOMMENDATIONS:

Staff finds that the proposed amendment to Oregon's statewide planning land use Goal 12, "Transportation", to amend the City's TSP to signalize the intersection of 30<sup>th</sup> Street and Highway 101, complies with the standards of the Florence Community Code, and the requirements of Oregon Revised Statute 197.175(2) (a).

Staff recommends:

The Planning Commission recommends approval to the City Council to request a post acknowledgement plan amending the City's TSP and Chapter 12 "Transportation", in the Florence Comprehensive Plan "*Realization 2020*," which would recommend signalizing the intersection of 30<sup>th</sup> Street and Highway 101.

Exhibit "B" indicates the proposed changes to Chapter 12 "Transportation" in the Florence Comprehensive Plan "*Realization 2020*."

PASSED BY THE FLORENCE PLANNING COMMISSION, this 24<sup>th</sup> day of October, 2006.

\_\_\_\_\_ without modification

\_\_\_\_\_ with the following modification(s).



Strikethrough = proposed deleted text  
Bold = proposed new language

Chapter 12  
TRANSPORTATION  
TRANSPORTATION SYSTEMS PLAN

*Prepared with the assistance of the Lane Council of Governments*

Page 108

SIGNALIZATION IMPROVEMENTS

1. ~~27th Street/Highway 101 Traffic Signal~~ The intersection of 27th Street and of the recommended ~~27th Street Extension~~ project.
2. **30<sup>th</sup> Street/Highway 101 Traffic Signal.** The intersection of 30<sup>th</sup> Street and Highway 101 has been identified by staff, consultants, and the City of Florence Street Improvement Task Force as an appropriate location for a traffic signal. **30<sup>th</sup> Street in 2006 met one of the necessary warrants for a traffic signal.**
1. Heceta Beach Road/Highway 101 Traffic Signal A traffic signal will more likely than not be required at the intersection of Heceta Beach Road and Highway 101 with the completion of the Spruce Street North Extension.
2. Munsel Lake Road/Highway 101 Traffic Signal Continued growth along the Munsel Lake Road corridor will generate the need for a traffic signal at the intersection of Munsel Lake Road and Highway 101 during the next 5 - 10 years.
3. 46<sup>th</sup> Street/Highway 101 Traffic Signal It is possible that traffic congestion in the area of this intersection may generate a need for a traffic signal at some future date.
4. Second Street/Highway 101 Traffic Signal The Downtown Green Refinement Plan recommends installation of this traffic signal as soon as possible.
5. Highway 126/North Fork Road The potential for a traffic signal in relation to the proposed casino should be included in the traffic study identifying needed highway/intersection improvements.

7. Traffic signal timing within the Florence Downtown at Highway 101 and Second Street, Rhododendron Drive and Highway 126 should be synchronized to allow smooth flow of traffic thus increasing capacity.

Page 132

### C. KINGWOOD STREET INDUSTRIAL / BUSINESS PARK AREA

Ninth Street, 27<sup>th</sup> Street and 35<sup>th</sup> Street will likely be the primary access points for the Airport Industrial Park and the Pacific View Business Park (formerly Kingwood Industrial/Business Park). Ninth Street is the west extension of Highway 126 transporting materials and products to and from the I-5 Corridor. 35<sup>th</sup> Street is the northern access point to Kingwood Drive, and will likely be an employee and client access route. It is less well suited for truck traffic because of its configuration, and because it traverses residential neighborhoods. Truck traffic heading south on Highway 101 will either use the signalized intersection at 35<sup>th</sup> Street, or the future signalized intersection at 27<sup>th</sup> Street to access Kingwood. Truck traffic heading north on Highway 101 will more likely than not access Kingwood Street via the signalized intersection at 9<sup>th</sup> Street.

- ~~1. 27th Street/Highway 101 Traffic Signal The intersection of 27th Street and Highway 101 will more likely than not require signalization and left turn pockets as the Business and Industrial Parks on Kingwood Street become fully occupied, and as the School District Campus becomes fully developed. The two blocks of 27<sup>th</sup> Street between Highway 101 and Oak Street are not constructed to the same standards as the remainder of 27<sup>th</sup> Street, and will need to be improved to the standards of the more recent constructed section.~~
2. Ninth Street/Kingwood Street - Kingwood Street north of 15<sup>th</sup> Street was constructed to full urban standards as part of the construction of the Pacific View(Kingwood) Business Park. The section of Kingwood between 9<sup>th</sup> and 15<sup>th</sup> Streets is not fully improved. A study needs to be performed to determine the optimal access routes for the business and industrial parks, and to identify any needed street improvements.
3. Access points through residential developments such as 20<sup>th</sup> Street, shall continue to be discouraged. However, a direct access to Kingwood from the County shop site is supported.

#### H. SIGNALIZATION IMPROVEMENTS

The traffic signal timing capability for the section of Highway 101 through the City of Florence was analyzed to determine the compatibility of needed intersection control improvements inside the City. Currently, there are four signalized intersections within the City of Florence, all of which are located along Highway 101: Rhododendron Drive, Highway 126, 21st Street and 35<sup>th</sup> Street. The primary factors considered by ODOT in determining the location of new traffic signals on state highways are signal warrants, safety, spacing, integration with crosswalks, and cost.

##### Proposed Signalization Improvements:

~~1. 27<sup>th</sup> Street/Highway 101 Traffic Signal - The intersection of 27<sup>th</sup> Street and Highway 101 will serve the new school complex, bus storage facility and a new Signal warrants will need to be met proper to installation.~~

1. 30<sup>th</sup> Street/Highway 101 Traffic Signal - In 2006 the City adopted the Florence/US 101 Pedestrian Study. This study recommended the signalization of 30<sup>th</sup> Street and Highway 101. City staff, consultants the City's Street Improvement Task Force and the general public indicated that 30<sup>th</sup> Street is the more appropriate location for a traffic signal. 30<sup>th</sup> Street already meets one of the necessary warrants for a traffic signal, and 30<sup>th</sup> Street provides greater connectivity and connections to the eastern neighborhoods.

1. Heceta Beach Road/Highway 101 Traffic Signal - A traffic signal will more likely than not be required at the intersection of Heceta Beach Road and Highway 101 with the completion of the Spruce Street North Extension. The signal will need to meet signal warrants prior to installation.

2. Munsel Lake Road/Highway 101 Traffic Signal - Continued growth along the Munsel Lake Road corridor will generate the need for a traffic signal at the intersection of Munsel Lake Road and Highway 101 during the next 5 - 10 years. Signal warrants will need to be met prior to installation.

3. 46<sup>th</sup> Street/Highway 101 Traffic Signal - It is possible that traffic congestion in the area of this intersection may generate a need for a traffic signal at some future date. Traffic delays and congestion will need to be monitored so that a signal can

be anticipated well in advance of a LOS of F. Signal warrants will need to be met prior to installation.

5. Downtown Green Traffic Signal - The Summer 2001 Refinement Plan for the Downtown Green supports the installation of a traffic signal at the intersection of 2<sup>nd</sup> Street and Highway 101.
6. Highway 126/North Fork Road - Development of a casino on 100 acres of land near the intersection of North Fork Road and Highway 126 may create the need for a traffic signal. The casino developers should prepare a traffic study identifying impacts and proposing mitigating measures including a need for a signal.

Page 166

Section 5

## FINANCING STRATEGIES

### A. INTRODUCTION

The Goal 12 Transportation Planning Rule (*OAR 660-12-040*) requires that Transportation Systems Plans for cities with populations over 2,500 persons include a transportation financing program. Transportation financing programs must include:

- a list of planned transportation facilities and improvements
- an estimate of the timing and costs of proposed projects.
- an analysis of the ability of existing and potential funding mechanisms to fund proposed transportation improvements.

Table 12-5-F1 Future Transportation System Improvements

Project #	Project Description	Est. Cost
A-1	Highway 101 / 1126 Enhancement Program	See Below
A-2	East (Highway 126) Gateway	\$25,000
A-3a	Siuslaw River Bridge (South) Gateway	\$25,000
A-3b	Pacific Coast Scenic Byway Bridge Interpretative Sites & Associated Parking	\$173,000
A-4	Highway 101/126 Intersection Improvements	\$500,000
A-5a	Realign Highway 101/Quince Street Intersection	\$440,000
A-5b	Improvements to Quince Street to provide parallel local alternative route <sup>1</sup>	\$720,000
A-6	Highway 101 Pedestrian Crossing Pilot Program	\$110,000

Project #	Project Description	Est. Cost
A-7	The Downtown Green & associated realignment of 2nd St. Intersection with Highway 101	\$496,000
B-1	Oak Street North Extension - 37 <sup>th</sup> St. to 2000 City Limits <sup>1</sup> Oak Street North Extension - City Limits to Heceta Beach Road <sup>1</sup>	\$1,985,000*
B-2	North (Highway 101) Gateway	\$25,000
B-3	Spruce Street North Extension (Munsel Lake Rd to Heceta Beach Rd)	\$900,000
B-4	Heceta Beach Rd Extension (Highway 101 east to Spruce)	\$340,000
B-5/H-3	Munsel Lake Road Traffic Signal	\$200,000
B-6	Munsel Lake Road West Extension (Highway 101 to Oak Street)	\$240,000*
C-1/H-1	<del>27<sup>th</sup> Street Traffic Signal</del> <del>30<sup>th</sup> Street Traffic Signal</del>	\$175,000
C-2	Kingwood Improvements (9 <sup>th</sup> Street to 15 <sup>th</sup> Street)	\$225,000
D-1	Oak Street Connection (15 <sup>th</sup> Street to 21 <sup>st</sup> Street)	\$900,000
D-2	Transition Commercial - Highway 101 (Highway 101/126 to 21 <sup>st</sup> St)	\$0
D-3	Highway 101 Commercial (21 <sup>st</sup> St to 42 <sup>nd</sup> St)	\$0
D-4	Highway 101 between 42 <sup>nd</sup> and 46 <sup>th</sup> Streets	\$0
D-5	Highway 101 - Storm Drainage Improvements	\$1,556,000
E-1	West 9 <sup>th</sup> Street Local Street Network Improvements <sup>1</sup>	\$1,425,000
F-1a	Highway 126 Access Consolidation	\$0
G-1	18th Street Extension East to Munsel Lake Road	\$790,000*
G-2	18th Street (Willow Loop to Highway 101)	\$0
G-3	18th Street Extension west of Highway 101 to Oak Street	\$0
G-4	Rhododendron Drive Improvements	\$1,800,000
G-5	Pavement Management Plan	\$20,000 **
G-6	Storm Drainage Improvements - Local Streets	\$2,016,000
H-2	Heceta Beach Road Traffic Signal	\$175,000
H-4	46th Street Traffic Signal	\$175,000
I-1	Heceta Beach Bikelane Improvements	\$150,000
I-2	Rhododendron Bikelane Improvements	\$250,000
I-3	Munsel Lake Road Bikelane Improvements	\$150,000

Project #	Project Description	Est. Cost
I-4	12th Street Bikepath between Rhododendron and Kingwood	\$90,000
I-5	Munsel Creek Bikepath Improvements	\$360,000
J-1	Pedestrian crossing improvements outside Pilot Block Program	\$110,000
J-2	Siuslaw River Estuary Trail	\$125,000
J-3	Public access to public lands north of Sandpines	Included in Oak St. Extension
J-4	Sidewalk Master Plan	\$10,000
K-1	Airport Gateway Improvements	\$200,000
K-2	Extend runway 15-33 a distance of 430 feet	\$1,900,000
K-3	Extend parallel taxiway	
K-4	Relocate / elevate airport beacon	
K-5	Expand the Main apron	
K-6	Establish a non-precision GPS approach	
K-7	Construct a taxiway extension from the north end of the parallel taxiway	
K-8	Install taxiway reflective edge markers	
L-1	Port of Siuslaw Gateway	
L-2	Maintain Federal Navigation Channel	\$822,000
L-3	Rehabilitate Old Town Wharf	\$1,030,000
L-4	Dredge East & West Moorage Basins	\$154,000
L-5	Rehabilitate East Moorage Basin	\$265,000
L-6	Establish Downriver Boat Launch Facility	\$665,000
L-7	Install Infrastructure in Port Industrial Park	\$1,172,000
M-1	Adopt Transit Plan	\$0
M-2	Continuation of Taxi Voucher Program	\$57,935
M-3	Initiation of Shopper Shuttle	
M-4	Initiation of a General Public Transit Route in Conjunction with Shopper Shuttle	
N-1	Feasibility Study and Improvements to Rail Overpass on Hwy 126 at Cushman	
N-2	Improved Connections to Passenger Rail	\$0
O-1	Feasibility Study for Extension of Natural Gas Pipeline to Florence Area	\$75,000